

THE YUEK WO STORE
Harbour Repairs
Engineering & Building Contractors, General Repairs & Maintenance
Office: No. 28, Prince Street, Singapore
Workshop: Cantonment Road, Singapore
Phone: 2222, 2223
Telegrams: YUEK WO
Cable: YUEK WO
Sole Agents for
Messrs. K. O. TAYLOR

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

The undersigned have received instructions
to sell by Public Auction,

on

SATURDAY, June 9, 1923,
commencing at 10.30 a.m.at the Offices of The China Mail Steam-
ship Co., No. 1 Prince's Buildings,
100 House Street

(for account of the concerned)

A Quantity of

Valuable Office Furniture

Teak desks and chairs, Bookcases,
Cupboards, Inverted ceiling lamps,
Lamps, Chairs, Typewriting
Tables, Lamp counters and Railings etc.,One Asbestos lined Fireproof Com-
bination Safe Cabinet

One Fine Special Combination Safe

Six Underwood Typewriters with
carriages of various lengthsThree Royal Typewriters with
carriages of various lengths

One Burroughs Adding Machine

Four Filing Cabinets

And

One Fine Teak Counter and Partition

Terms—Cash on delivery.

On View from Friday the 8th June
1923.LAMMERT BROS.,
Auctioneers.

Hongkong, June 1, 1923.

ON

THURSDAY, July 13, 1923,
commencing at 3 p.m.at the old premises of the Hongkong
Electric Co., Wing Fung Street,
Wanchai.Two (2) 550 E. H. P. Diesel Genera-
tors Complete with alternators & excitorsThree (3) 300 E. H. P. Diesel Genera-
tors Complete with alternators & excitorsTwo (2) 250 E. W. Steam alternators
complete with excitors and switchboardsOne (1) Babcock & Wilcox water tube
boiler complete with fittings and chain
grate stokerOne (1) 300 H.P. boiler complete
with fittingsTwo (2) 50 K. W. Alternators (without
excitors)One (1) Main Switchboard consisting
of machine panels and feeder panels

One (1) Duplex Feed Pump

Three (3) Heenan & Froude type water
coolersOne (1) Lot of steel steam pipes and
valves

Two (2) Sulzer pumps

Three (3) Albany Notary pumps

Three (3) Fans for cooling towers and

Three (3) motors for same

One (1) 120 Gallon oil tank

One (1) Set of spare gear for Diesel
Engine consisting of 251 itemsOne (1) 10 ton Travelling crane and
A Large Quantity of Structural Steel
work on the premises

Now on View.

For Further Particulars and terms of
Sale apply to the Undersigned.LAMMERT BROS.
Auctioneers.

Hongkong, May 23, 1923.

FARES FOR PUBLIC
VEHICLES.The fares prescribed for public vehicles
are as follows:—I.—In the Island of Hongkong, Kowloon
Road and Lower Levels, and in
Kowloon, and New Kowloon.

II.—In the New Territories.

III.—In the New Territories.

IV.—In the New Territories.

V.—In the New Territories.

VI.—In the New Territories.

VII.—In the New Territories.

VIII.—In the New Territories.

IX.—In the New Territories.

X.—In the New Territories.

XI.—In the New Territories.

XII.—In the New Territories.

XIII.—In the New Territories.

XIV.—In the New Territories.

XV.—In the New Territories.

XVI.—In the New Territories.

XVII.—In the New Territories.

XVIII.—In the New Territories.

XIX.—In the New Territories.

XX.—In the New Territories.

XXI.—In the New Territories.

XXII.—In the New Territories.

XXIII.—In the New Territories.

XXIV.—In the New Territories.

XXV.—In the New Territories.

C. E. WARREN & CO., LTD.

SANITARY ENGINEERS
MONUMENTALISTSOffices and Godown,
Nos. 100-102, Hongkong
Tel. Central No. 201Large stock of
BATHS and BATH ROOM
FURNITURE.LAVATORY BASINS FLUSH
CLOSETS.

COMMODORES, WIDETS, Ac., &c.

OPEN and CLOSED STOVES, COOKING
RANGES, TILED GRATES.AMERICAN and ITALIAN MARBLE
MEMORIALS—Also in polished
Hongkong Granite.A large selection of Artificial
Wreaths.

Prices on Application.

WE HAVE

discovered an

ERROR

on

HONGKONG POSTAGE
STAMPS.

One only in a sheet of 240 stamps.

DO YOU WANT THEM?

Call at

GRACA & CO.,
No. 10, Wyndham Street,
P. O. Box 624, Hongkong.

SHOEMAKERS.

(Japanese Hand Made)

Every kind of Footwear
MADE TO ORDER.

OHERRY & CO.

6, D'AGUIAR STREET,
Opposite Kowloon Ferry, &c.
Telephone Central No. 491

Hongkong, March 30, 1914.

NAMSAN & CO.

138, Connaught Road West,
Photo Engraving and Designing
LITHOGRAPHERS
Tel. Central 1363.

WING FAT CHEUNG

SPARKING CARDS (MA JONG)
FOR SALE. CARDS MADE OF
IVORY AND BONE.
No. 278, Queen's Road Central,
HONGKONG.

No. 38, Man Han Street East.

ASAHI BEER

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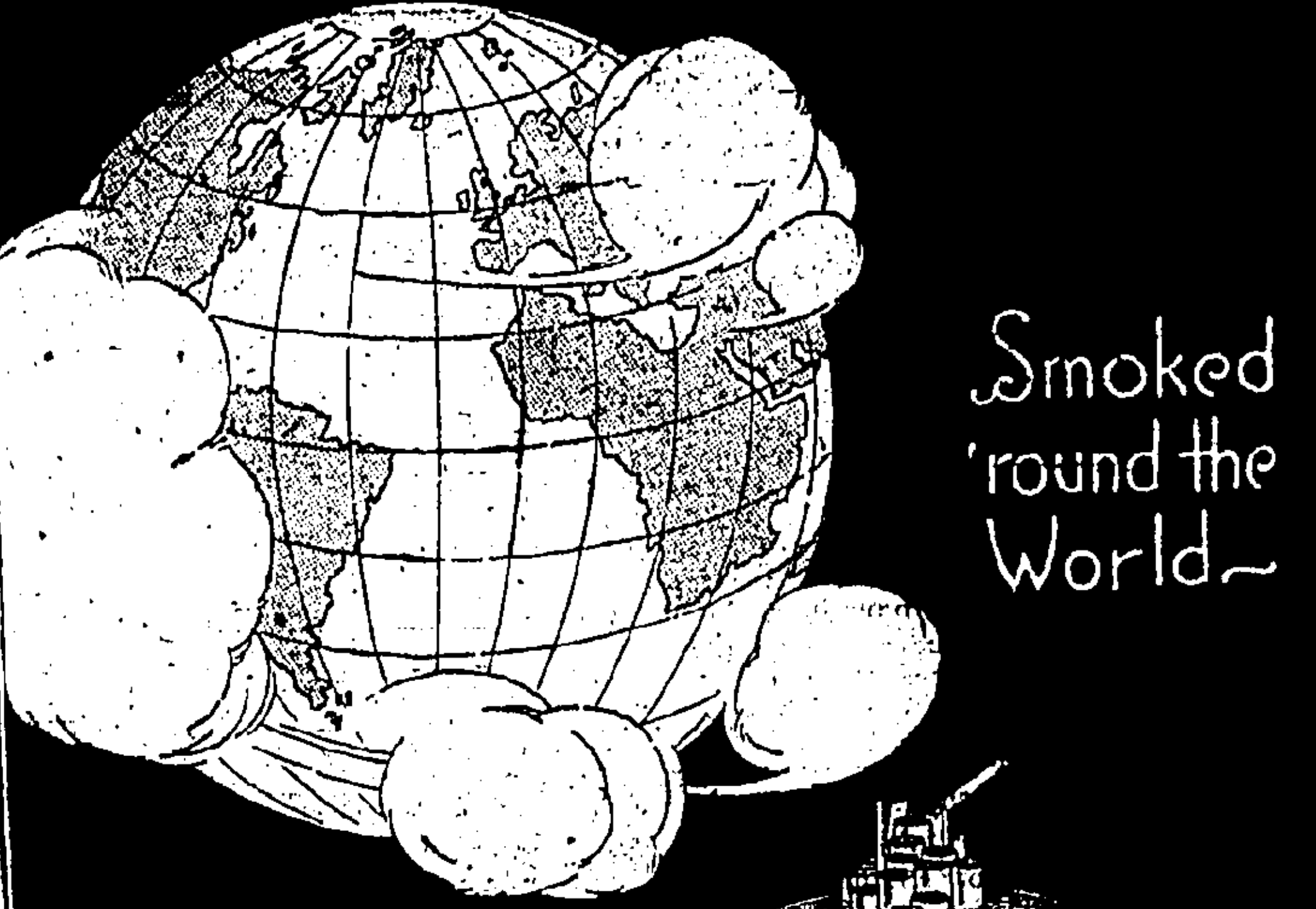
ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

ASAHI BEER

The Three Castles
Virginia Cigarettes

Guaranteed

manufactured

in England...

Made in—Regular

Magnum and Super

Magnum Sizes....

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

ODDS AND ENDS.

MAINLY SCISSORS LOOT.

All-day Shave.

When a man made three calls

within two hours at a hairdresser's

shop in Chicago to get a shave, and

each time found that the same

customer was being lathered, he

began to wonder—and told the

police. The police called at the

hairdresser's, and found that the

same man was still being "lathered."

They investigated further, and

found that a hairdressing shop was

only a "blind" for a "boot-legging"

(illicit liquor supply) business. The

man in the chair said, according to

the Central News, that he got 42

a day to be "lathered" from morning

till night.

World's Greatest Smoke.

Millions of pounds of tobacco

went up prematurely in smoke,

when a bonded warehouse at the

Victoria Docks caught fire and

burned for seven hours before the

combined efforts of the West Ham

and the London County Council fire

brigades took effect. Between

£700,000 and £800,000 is the esti-
mate put on the damage done by the
fire, the worst of its kind for
many years, and it is believed that
several London insurance com-
panies will be heavy losers. The fire
must have smouldered for hours be-
fore its first fierce outbreak at 2.30
a.m. In the centre of a group of
buildings 500 feet by 60 feet, packed
with thousands of every kind. The
cause of the outbreak is un-
known.

Had Shakespeare Neuritis.

An examination of Shakespeare's

signatures showed that they were

the writing of a man afflicted with

neuritis, and the general circum-
stances of his death indicated
paralysis, said Mr. David Freed-
man, in his lecture on "The In-
sanity of Genius," at a meeting of
the Societe Internationale de
Philologie.

The line of demarcation between

genius and insanity was very slender

he said, and men of genius com-
monly had unhealthy bodies. Of
the so-called artistic temperament
he said it was usually diagnosed by
the medical practitioners as a sign
of degeneracy. Ninety per cent. of
those who claimed to have it adopted
it as a pose having no real pre-
tensions to artistic merit.

Educational Achievements.

In after ages, writes H. A. L.

Fisher, the noted British educa-
tional leader, in The Yale Review,
it will be regarded as a remarkable
fact that a nation, racked by war,
debilitated by taxation, encumbered
by debt, paralyzed by industrial
disturbances and trade depression
should, nevertheless, have had the
nerve and the faith to examine and
test every part of its educational
fabric, and to retrace the hands
placed at the disposal of its schools
and colleges. Even if during the

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansio

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

THE INTERNATIONAL SHIRT CO.

Head Office: 79 Wyndham Street, 2nd Floor,
(Opposite Central Police Station.) Tel. Central 4166.Dealers in all kinds of High-class Silk Shirts,
Collars, Neckties and Pyjamas for Gentlemen
AND ALSO

Chemises, Skirts, Wrappers, Scarfs, Veils, and Night-gowns for Ladies

ALSO MADE TO ORDER
MODERATE PRICE PROMPT DELIVERY
Manager: EMILIO L.A.C.

LONG HING & CO.

PHOTO SUPPLIES,
Kodak and Eastman Films, &c.
DEVELOPING & PRINTING SPECIALITY.
No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

HOTELS & CAFES.

LEADING FAR EASTERN HOTELS

HONGKONG: Hongkong Hotel Peak Hotel
Repulse Bay HotelSHANGHAI: Astor House Hotel Palace Hotel
Grand Hotel Kailé

PEKING: Grand Hotel des Wagon Lits

The Hongkong Hotel Co., Ltd.

In conjunction with

The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagons Lits, Ltd.

Tel. Cent. 812. CARLTON HOTEL. Tel. Add: "Carlton."

The Only American Hotel in the Colony.

Nice and quiet yet only a few minutes' walk from the Banks and
Central Districts. 48 Bedrooms. Excellent Cuisine. Scrupulously clean.
Under American Management. A new Dining Room has been opened at
No. 2, Queen's Road (1st floor). Entrance for House St. Refuge's specialty.
For terms apply to Mrs. F. E. CAMERON, Proprietress.

PALACE HOTEL KOWLOON

(Two minutes from
Star Ferry).Recently renovated and refurnished, electric light and fans throughout
and generally under new management. Cuisine under the personal supervision
of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to

Telephone Kowloon 3. Telegraphic Add: "PALACE."

J. H. OXBERRY, Proprietor.

HOTEL "ASIA"

WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and
Elevators. Roof Garden. Hairdressing. Saloon.

Splendid Views of City and Pearl River.

Excellent Cuisine. Moderate Rates.

Under the Management of the

SUN CO., LTD., CANTON.

KING EDWARD HOTEL

CENTRAL LOCATION
A. H. KENTON, Proprietor. 100, Queen's Road, Hongkong.
Bath, Billiard, and Reading Rooms. Hot and Cold
Water. System throughout. Best of Food and
Service. Tel. Central 100. Telegraphic Address: "KING EDWARD."
J. W. WATKINS, Manager.

JAPANESE MASSAGE

N. AKAI.
Graduate of Tokyo Massage School,
Nos. 2-10, Praya East, Wanchai.

MASSAGE

K. SAKAI.
T. KANAMORI.
18, Praya East, "Sad Floor."

MASSAGE.

Mrs. MONTA, Mrs. KUBAKI and
E. HENRIKSEN.
No. 41, Wyndham Street,
(opposite to the China Mail)

YEE SING

GENTLEMEN'S
TAILOR
Tel. 1882, 15, Wellington Street.

ASTOR HOUSE HOTEL

Queen's Road Central.

NEW DINING ROOM opened for
Breakfast & Lunch.
Excellent Cuisine.
Monthly Tickets for Dinner & Dinner.
For further particulars apply to
THE MANAGER.
Hongkong, May 7, 1923.

ALL SIZES.
JUST RECEIVED.

Te-cheng, Pu Dian-chi
Chouk-huan, Wu Tun-z
Teik-ee, and Yin Chung-y

COMMERCIAL

HONGKONG NOTES AND COMMENT.

LOCAL METALS.

An instance of the demoralised state of the metals market and the utter impossibility to do business can be gathered from the following: At the present rate of exchange importers are asking about \$6 per picul for square bars, standard assortment. From one quarter to-day an offer to sell has been made at \$4.90 per picul and as far as is known, this has not been accepted.

CANNED GOODS.

Business in canned goods and provisions has also shrunk although shipments are being made to the usual coast ports. Asparagus has been going up in price and there is an upward tendency to report in the prices of preserves, the latter being due to the rise in price of sugar reported some months ago. On the whole, prices should be steady with inducement to buy but with exchange dropping dealers are reluctant to make firm offers in sterling and gold currency. The fall in exchange should, under normal conditions, send prices up.

AUSTRALIAN TRADE.

An announcement has been made in the press to the effect that a permit has been obtained from the Australian Commonwealth Government to export fresh and dried fruits to China and that a shipment of grapes and oranges has been brought by the s.s. "Changsha." Hitherto, very little in the way of fruits was imported into Hongkong from Australia although jams had established a footing in the market. The Commonwealth authorities are not only anxious to develop trade with China but seem ready to give it practical assistance. The steady growth in the export trade of California fruits is an encouraging example to Australian farmers and if conditions are carefully studied there is no reason why the island continent should not have its share of the business. One thing that should be pointed out to pioneers is that if the jams are any criterion of the average Australian product, there is much room for improvement in, not the goods itself, but the "trimmings." Attractive labels, neat dressing up, careful assortment, and strong packing are all essential details if patronage in this part of the world is to be gained and retained. Most important of all, trade-marks and brands easily understood and appreciated by the Chinese, should be fostered. Once a reputation is established it will always be worth the labour entailed in building it up and provided there is no falling off in quality a well-known brand will be exceedingly difficult to oust from the market.

POULTRY.

While speaking of trade between Hongkong and Australia, there is one aspect that has not come to light much and may prove well worth inquiring into. A few years ago, a firm of poultry dealers either in Sydney or Melbourne inquired as to the possibilities of shipping frozen poultry from Hongkong to Australia. Without reference to statistics it may be safely assumed that Australia's overseas trade in poultry is nominal but there are sufficient quantities produced for home needs. The inquiry mentioned was made shortly before Christmas when there may have been a shortage and a big demand. Nevertheless the matter may be worth looking into as ships carrying Australian produce to China would have more inducement for the homeward voyage. Comparisons will have to be made as to the qualities of Australian and Chinese birds but with labour and first costs being much cheaper here Chinese poultry will always be cheap.

STEVEDORING.

Ancient cargo coolies' guild's complaint to the Chinese Chamber of Commerce regarding the reluctance of foreign firms to give the guild stevedoring business—the discussion at the committee meeting is reported in yesterday's *China Mail*, there are several interesting facts which are not generally known except to those whose daily avocation is the handling of lighters, coolies, &c. Probably the guild claims that it can quote lower rates and handle stevedoring work better than the stevedores who are really the middlemen. Then why do the firms continue their patronage to the stevedores? There are many advantages and disadvantages in the system the chief of which is that a firm would rather pay more because it knows it has an established firm to fall back upon. A stevedoring firm contracts with a shipping firm to discharge general cargo at say 14 cents with measurement and heavy-weight cargo at proportionate rates—the rate before the strike was about 11 cents—and it will have to find the labour no matter how scarce it is. The shipping firm could make a saving by engaging the coolies direct, or through the medium of the guild, but that would mean engaging private stevedores and tallymen who would be responsible for the many intricacies attached to the discharging of a vessel. Such things as keeping marks and num-

LATEST SHIPPING NEWS.

ARRIVALS.

Kiangsu, (B. & S.) from Bangkok, Swatow.—B11.
Ahpittai, (Kwong O) from Fort Bayard.—Co's Wharf.
Kwong Sang, (J.M. & Co.) from Shanghai, Swatow.—Co's Wharf.
Kaipo Maru, (O.S.K.) from Keelung, Swatow.—Co's Wharf.
Dux, (Lee Beng Kee) from Bangkok.—C21.
Cheong Shing, (J.M. & Co.) from Tientsin, Wei Hai Wei.—C32.
Tear, (B. & S.) from Manila.—C34.
Jacox, (Pacific Mail) from Singapore.—C16.
Toyotomi Maru, (Y.K.K.) from Bangkok.
Prominent, (Fok Tai Cheng) from Saigon.—C17.
Yue Ying Wa, (Cheng Fat) from Swatow.—C46.
Chihli, (B. & S.) from Swatow.—C45.
Kansu, (B. & S.) from Shanghai, Swatow.—West Point.
Hanoi, (Lapicque & Co.) from Fort Bayard.—West Point.

DEPARTURES.

Cheribon Maru, (Nanyo Y. K.) from Kobe.—June 8.
Adolfson Bayser, (Brockelman) from Manila.—June 8.
Ming Sang, (J.M. & Co.) from Hanoi, Hanoi.—June 8.
Benavon, (Gibb Livingston) from Shanghai.—June 8.
Planorvis, (A.P.C.) for Singapore.—June 8.
Haihong, (Douglas & Co.) for Swatow.—June 8.
Loong Sang, (J.M. & Co.) for Manila.—June 8.
Chusan, (B. & S.) for Shanghai, Swatow.—June 8.
Tailee, (Yee Tai Hong) for Fochow.—June 8.

hers separate, removing cargo in different holds in specific order to preserve the balance of the ship, assuming responsibility for and preventing as much as is humanly possible, damage and loss in weights, can only be assured from firms who have the experience. However, there is a *via media* which may commend itself to firms on the look-out for cutting down expenses and this applies not only to stevedoring but also to cooehire, lighter-hire and other branches of transport work.

The stevedore has to charge more for keeping up an establishment and taking the risk of rates shooting up in times of emergency; the latter if he is under contract for a stated period. The coolies can do the work for less as they are engaged direct but they lack an organisation which would assume responsibility for shortcomings. There are in the Colony, many men who have devoted years to transport work but do not belong to any firm. They could put up a deposit as a guarantee for the performance of their duties and as they have practically risen from the ranks they could get the labour at the lowest rates.

A comparison of the methods adopted by European firms and Nam Pak Hongs illustrates the purport better. The Nam Pak Hongs employ a number of outside men whose duty it is to receive shipments from ship or shipping godowns, store same in public or private godowns and attend to deliveries to buyers. They are deputised to engage coolies, lighters, launches &c. on behalf of the firm and the method after being used for years has been found to be satisfactory. Expense would be lower than farming out the work to a contractor as the latter would have to include his profit. Moreover, an employee of the firm attending to all details instead of leaving them in the hands of a contractor would ensure better satisfaction both to the firm and buyer.

European firms generally hand over their transport work to one of the public godown companies or to a contractor, the latter usually through the *compradore*. Purchasers are given delivery orders on the godowns and have to take delivery themselves. It will be readily agreed that a buyer would only trouble about his own lot and there would not be the same satisfaction as when the firm's own outside man was present. Handing over the transport to one of the public companies means a slightly higher rate but all worries as to loss in transit, fault, assortment, breakage &c. are eliminated. The same satisfaction could be obtained by encouraging men with experience to put up guarantees for performance of the service in the same way and the latter method would cost considerably less.

AUSTRIAN LOAN.

UNDERWRITING BRITAIN'S SHARE.

LONDON, June 7.—Underwriting is in progress for the British portion of the Austrian loan. The amount is £11,000,000 at 6 per cent. and the price is 280.

KOWLOON FACILITIES.

RESIDENTS' ASSOCIATION WORK.

IMPROVED POSTAL SERVICE.

Kowloon will soon enjoy vastly improved postal facilities, thanks to the labours of a Sub-Committee appointed by the Kowloon Residents' Association, and the ready assent of the Postmaster-General (Mr. S. B. C. Ross). Reporting to the General Committee of the Association this week, the Sub-Committee's Chairman (Mr. W. J. Stokes) stated that Mr. Ross had promised to provide additional pillar boxes, in Coronation Road near the Orient Tobacco Factory, and in Peace Avenue, Homuntin.

The Sub-Committee had suggested, Mr. Stokes said, that arrangements should be made for the sale of stamps and the provision of wall boxes at the following places:

- (1) As near as convenient to the Kowloon Gas Works.
- (2) At Hok On Police Station, or preferably a little further along Kowloon City Road.
- (3) At or about the West End of Bulkeley Street, Hung Hom.
- (4) At Messrs. A. S. Watson & Co., Nathan Road.

Mr. Ross had explained that it was extremely hard to make the Chinese shop people understand that profit would accrue to them through the public buying stamps, and he was still endeavouring to make them see this. The proposal for a complete post office inside Kowloon Dock was only waiting Mr. R. M. Dyer's return. When carried out, this would prove a great boon to the many Europeans there. Both the Postmaster-General and the Sub-Committee were agreed that the new Peninsula Hotel should have a fully-equipped post office. When slight changes had been made, added Mr. Stokes, the Postmaster-General would again write to the Association. Having had no access to any plans or details concerning the Town Planning Committee's labours, the Sub-Committee, said Mr. Stokes, had felt somewhat as a disadvantage, and it wanted to emphasize the desirability of the fullest information being afforded at the earliest moment.

TRAFFIC TANGLE.

Convinced that the traffic tangle outside the Kowloon Ferry wharf constitutes a serious danger, the meeting decided to add its voice to the many complaints already made. The meeting also appointed a Sub-Committee to study the problem. When the findings are ready they will be sent to the Government. The meeting considered a letter suggesting that much trouble would be saved during typhoon weather, when ferries were liable to stop running, could telephone operators answer inquiries without the inquirer having to get through to the wharf. Alternatively the letter suggested that signals corresponding with the wharf signals should be prominently displayed. The meeting decided to ask the Government to provide a cross-signal similar to the present No 5 but painted red, for hoisting from the following places.

(1) The Observatory.
(2) Signal Hill.
(3) Tsim Sha Tsui Police Station.

Railway station employees, the Committee suggested, should be notified to inform intending passengers when the ferries had actually stopped running.

Complaints having been made regarding the serious inconvenience frequently caused through several motor cycles being transported on the one ferry launch, the meeting decided to write to the Star Ferry Co., Ltd., asking it to limit the number of machines to one per trip.

LICENSING OF BICYCLES.

As cyclists are breaking the traffic laws in Kowloon every day and making themselves a danger to the public safety, the meeting resolved to ask the Government to introduce licensing of bicycles. At present it is almost impossible to catch the offenders owing to the difficulty of tracing them, but registration, the meeting felt, would make it comparatively easy to apprehend them. Licensing would mitigate a public danger and, incidentally, add to the Colony's revenues. Another traffic matter which the meeting discussed was the necessity for a pointsman at the junction of Nathan Road and Salisbury Road, made acute by the advent of bus and jitney services. It was decided to approach the authorities regarding this need.

In connection with the forthcoming Estimates, the meeting decided to ask the Government to provide a vote for expediting the work of removing the hill which causes a dangerous bend in Coronation Road.

OMNIBUS OMNISCIENCE.

WHAT THE CONDUCTOR KNOWS.

Every London motorbus conductor knows ninety-two things. At any rate, he is liable to be asked ninety-two examination questions before he is passed for public service.

Apart from fares, tickets and his technical duties generally, he is expected to have a smattering of legal, medical, police, and geographical knowledge. I wonder how many of the millions who ride in London's motor-omnibuses every day could get anything like full marks on the following general questions without previous cramming:

Why are omnibuses not allowed to set down and pick up passengers in many parts of London?

Have you a right to refuse a £1 note for a 10. fare?

What would you do if a lady discovers that she has lost her purse and cannot pay her fare?

Has a passenger a right to refuse to pay till he gets to the end of his journey?

How can you tell had money?

What would you do if you caught a pickpocket red-handed on your omnibus?

State what you would do if a passenger committed an unprovoked assault upon you.

If a passenger had an epileptic fit, what would you do?

Are you bound to return lost property if the owner claims it?

Name three main streets between (a) Palmer's Green and Victoria, (b) Ealing and London Bridge, (c) Camden Town and Crystal Palace, (d) West Hampstead and Plumstead, (e) Hornsey Rise and Putney.

Where are the Horneum Museum, Geological Museum, London Museum, St. James's Theatre, Wallace Collection, Horticultural Hall?

Why are you forbidden to converse with passengers about an accident?

If a man persists in smoking inside an omnibus, what would you do?

Would you interfere if two passengers quarrel about seating room?

As one who constantly rides in motor-omnibuses I confess, very freely that most of these questions stump me. Many of them concern things that every passenger ought to know—but probably does not. It seems that to be an omnibus conductor you have to be a riding encyclopaedia.—R. G.

A motor-coach, in which 17 Danish officers had taken their places on the way to attend manoeuvres near Verdun (France), got out of control and fell into a deep ravine, two of the officers sustaining broken legs.

TYPHOON WARNING.

The following telegram was received from the Manila Observatory by the local American Consulate General at 1 p.m. to-day:—
Cyclone or typhoon West of Balitang Channel direction unknown.

TO-DAY'S ADVERTISEMENTS.



NOTICE.

OWNERS and DRIVERS of Motor Vehicles are requested to note that, on traffic points where traffic lights are established, the lights will be used, both by day and night, for the purpose of regulating traffic, with effect from the 15th inst.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, June 8, 1923.

HONGKONG AUTOMOBILE ASSOCIATION.

THE ANNUAL GENERAL MEETING of the above Association will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, the 15th June, 1923, at 5.30 P.M., to receive the Report and Accounts for the year ending the 31st December 1922, and to elect Officers, etc.

By Order,
PAUL HODGSON,
Hon. Secretary.
Hongkong, June 7, 1923.

THE ROYAL HONGKONG GOLF CLUB.

PROFESSIONAL PAIRS.

THE result of the draw may be seen at the Happy Valley Club House.
FERRY SMITH, SETH & FLEMING,
Secretaries and Treasurers.
Hongkong, June 8, 1923.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged at the rate of \$1 each, (as announced in May and June of 1922) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

"OVERLAND CHINA MAIL"

Contains all the News of the Week.

PRICE 25 CENTS PER COPY.

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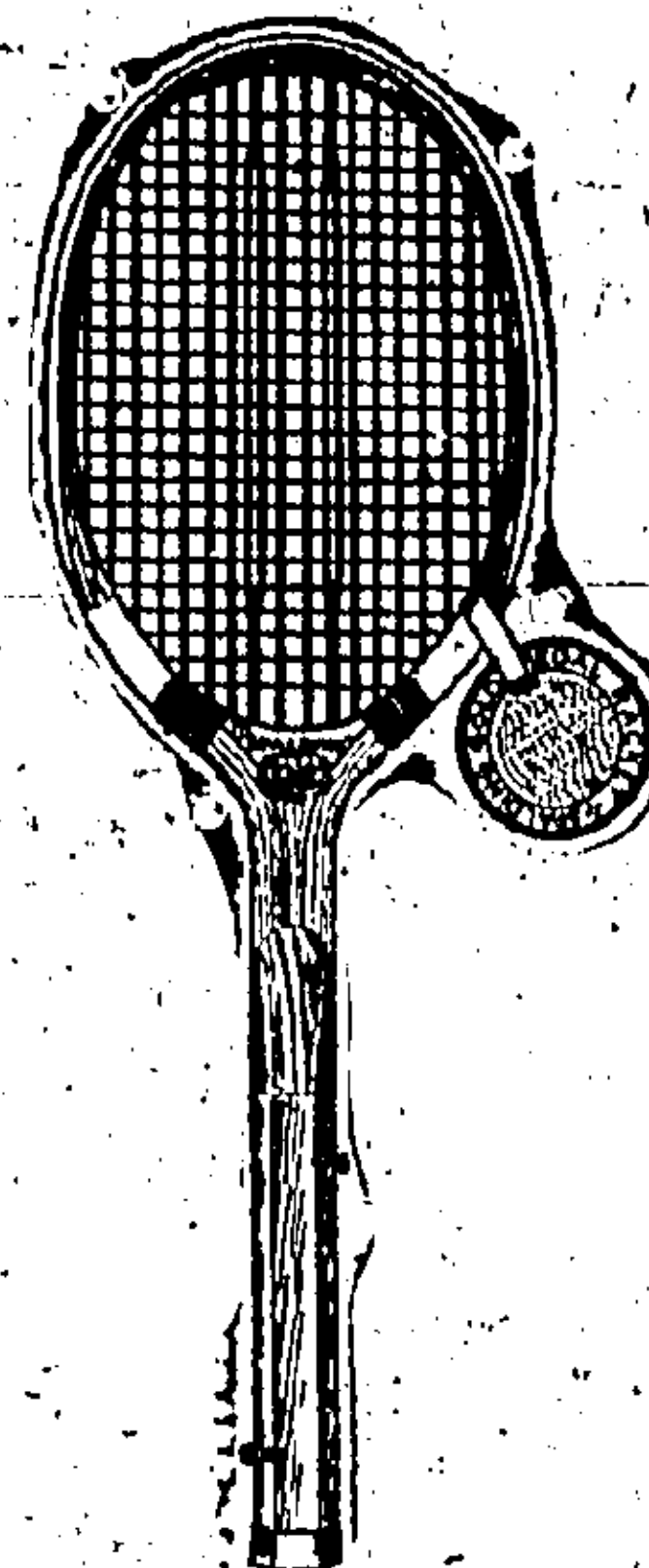
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ANDER MARUThursday, 21st June

BURMA MARUFriday, 6th July**BANGKOK** via SAIGON & SINGAPORE & DELA—Regular Monthly
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BUSHO MARUMonday, 2nd July

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MALAY MARUSaturday, 7th July

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S.S. "OANPA"Via Suez Canal.....16th June

S.S. "KEEPA"Via Suez Canal.....16th June

S.S. "DICKED"Via Suez Canal.....6th July

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U.S.S.B. s.s. "Hawana"22nd June

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S/S. "BANKA"20 of June 22 of June.

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MOVEMENT OF STEAMERS.

The O.P.S. R.M.S. "Empress of Asia"

from Hongkong on May 17 arrived at

Vancouver on June 4.

COMMERCIAL

HONGKONG NOTES AND COMMENT.

LOCAL METALS.

An instance of the demoralised state of the metals market and the utter impossibility to do business can be gathered from the following: At the present rate of exchange, importers are asking about \$6 per picul for square bars, standard assortment. From one quarter to-day an offer to sell has been made at \$4.90 per picul and as far as is known, this has not been accepted.

CANNED GOODS.

Business in canned goods and provisions has also shrunk although shipments are being made to the usual coast ports. Asparagus has been going up in price and there is an upward tendency to report in the prices of preserves, the latter being due to the rise in price of sugar reported some months ago. On the whole, prices should be steady with inducement to buy but with exchange dropping dealers are reluctant to make firm offers in sterling and gold currency. The fall in exchange should, under normal conditions, send prices up.

AUSTRALIAN TRADE.

An announcement has been made in the press to the effect that a permit has been obtained from the Australian Commonwealth Government to export fresh and dried fruits to China and that a shipment of grapes and oranges has been brought by the s.s. "Changsha." Hitherto, very little in the way of fruits was imported into Hongkong from Australia although jams had established a footing in the market. The Commonwealth authorities are not only anxious to develop trade with China but seem ready to give it practical assistance. The steady growth in the export trade of California fruits is an encouraging example to Australian farmers and if conditions are carefully studied there is no reason why the island continent should not have its share of the business. One thing that should be pointed out to pioneers is that if the jams are any criterion of the average Australian product, there is much room for improvement in, not the goods itself, but the "finishing." Attractive labels, neat dressing up, careful assortment, and strong packing are all essential details of patronage in this part of the world. It is to be gained and retained. Most important of all, trade-marks and brands easily understood and appreciated by the Chinese, should be fostered. Once a reputation is established it will always be worth the labour entailed in building it up and provided there is no falling off in quality a well-known brand will be exceedingly difficult to oust from the market.

POULTRY.

While speaking of trade between Hongkong and Australia, there is one aspect that has not come to light much and may prove well worth inquiring into. A few years ago, a firm of poultry dealers either in Sydney or Melbourne inquired as to the possibilities of shipping frozen poultry from Hongkong to Australia. Without reference to statistics it may be safely assumed that Australia's overseas trade in poultry is nominal but there are sufficient quantities produced for home needs. The inquiry mentioned was made shortly before Christmas when there may have been a shortage and a big demand. Nevertheless the matter may be worth looking into as ships carrying Australian produce to China would have more inducement for the homeward voyage. Comparisons will have to be made as to the qualities of Australian and Chinese birds but with labour and first costs being much cheaper here Chinese poultry will always be cheap.

STEVEDORING.

Anent the cargo coolies' guild's complaint to the Chinese Chamber of Commerce regarding the reluctance of foreign firms to give the guild stevedoring business, the discussion at the committee meeting is reported in yesterday's *China Mail*, there are several interesting facts which are not generally known except to those who daily avocation is the handling of lighters, coolies, &c. Probably the guild claims that it can quote lower rates and handle stevedoring work better than the stevedores who are really the middlemen. Then why do the firms continue their patronage to the stevedores? There are many advantages and disadvantages in the system the chief of which is that a firm would rather pay more because it knows (has an established firm to fall back upon. A stevedoring firm contracts with a shipping firm to discharge general cargo at say 14 cents with measurement and heavy weight cargo at proportionate rates—the rate before the strike was about 17 cents—and it will have to find the labour no matter how scarce it is. The shipping firm could make a saving by engaging the coolies direct, or through the medium of the guild, but that would mean engaging private stevedores and tallies men who would be responsible for the many intricacies attached to the discharging of a vessel. Such things as keeping marks and num-

LATEST SHIPPING NEWS.

ARRIVALS.

Kiangsu, (B.S.S.) from Bangkok, Swatow.—B11.
Aphittai, (Kwong O) from Fort Bayard.—C's Wharf.
Kwong Sang, (J.M. & Co.) from Shanghai, Swatow.—Co's Wharf.
Kasio Maru, (O.S.K.) from Keelung, Swatow.—Co's Wharf.
Dux, (Lee Beng Kee) from Bangkok.—C21.
Cheong Shing, (J.M. & Co.) from Tientsin, Wei Hai Wei.—C32.
Tearf, (B. & S.) from Manila.—C34.
Jacox, (Pacific Mail) from Singapore.—C16.
Toyotomi Maru, (Y.K.K.) from Bangkok.
Prominent, (Fok Tai Cheng) from Saigon.—C17.
Yue Ying Wa, (Chong Fat) from Swatow.—C45.
Chihli, (B. & S.) from Swatow.—C45.
Kansu, (B. & S.) from Shanghai, Swatow.—West Point.
Hanoi, (Lapicque & Co.) from Fort Bayard.—West Point.

DEPARTURES.

Cheribon Maru, (Nanyo Y. K.) from Kobe.—June 8.
Adolf von Baeyer, (Broekelman) from Manila.—June 8.
Ming Sang, (J.M. & Co.) from Haiphong, Hoihow.—June 8.
Benavon, (Gibb Livingston) from Shanghai.—June 8.
Planorbis, (A.P.C.) for Singapore.—June 8.
Haihong, (Donglas & Co.) for Swatow.—June 8.
Loong Sang, (J.M. & Co.) for Manila.—June 8.
Chusan, (B. & S.) for Shanghai, Swatow.—June 8.
Tallec, (Yee Tai Hong) for Fochow.—June 8.

her's separate, removing cargo in different holds in specific order to preserve the balance of the ship, assuming responsibility for and preventing as much as is humanly possible, damage and loss in weights, can only be assured from firms who have the experience. However, there is a *via media* which may commend itself to firms on the look-out for cutting down expenses and this applies not only to stevedoring but also to coolie-hire, lighter-hire and other branches of transport work.

The stevedore has to charge more for keeping up an establishment and taking the risk of rates shooting up in times of emergency; the latter if he is under contract for a stated period. The coolies can do the work for less as they are engaged direct but they lack an organisation which would assume responsibility for shortcomings. There are in the Colony, many men who have devoted years to transport work but do not belong to any firm. They could put up a deposit as a guarantee for the performance of their duties and as they have practically risen from the ranks they could get the labour at the lowest rates.

A comparison of the methods adopted by European firms and Nam Pak Hongs illustrates the purport better. The Nam Pak Hongs employ a number of outside men whose duty it is to receive shipments from ship or shipping godowns, store same in public or private godowns and attend to deliveries to buyers. They are deputised to engage coolies, lighters, launches &c. on behalf of the firm and the method after being used for years has been found to be satisfactory. Expense would be lower than farming out the work to a contractor as the latter would have to include his profit. Moreover, an employee of the firm attending to all details instead of leaving them in the hands of a contractor would ensure better satisfaction both to the firm and buyer.

European firms generally hand over their transport work to one of the public godown companies or to a contractor, the latter usually purchasing the commodity. Purchasers are given delivery orders on the godowns and have to take delivery themselves. It will be readily agreed that a buyer would only trouble about his own lot and there would not be the same satisfaction as when the firm's own outside man was present. Handing over the transport to one of the public companies means a slightly higher rate but all worries as to loss in transit, fault, assortment, breakage &c. are eliminated. The same satisfaction could be obtained by encouraging men with experience to put up guarantees for performance of the service in the same way and the latter method would cost considerably less.

AUSTRIAN LOAN.

UNDERWRITING BRITAIN'S SHARE.

LONDON, June 7.

Underwriting is in progress for the British portion of the Austrian loan. The amount is £11,000,000, at 6 per cent. and the price is £80.

KOWLOON FACILITIES.

RESIDENTS' ASSOCIATION WORK.

IMPROVED POSTAL SERVICE.

Kowloon will soon enjoy vastly improved postal facilities, thanks to the labours of a Sub-Committee appointed by the Kowloon Residents' Association, and the ready assent of the Postmaster-General (Mr. S. B. C. Ross). Reporting to the General Committee of the Association this week, the Sub-Committee's Chairman (Mr. W. J. Stokes) stated that Mr. Ross had promised to provide additional pillar boxes, in Coronation Road near the Orient Tobacco Factory, and in Peace Avenue, Homuntin. The Sub-Committee had suggested, Mr. Stokes said, that arrangements should be made for the sale of stamps and the provision of wall boxes at the following places:

- (1) As near as convenient to the Kowloon Gas Works.
- (2) At Hok On Police Station, or (preferably) a little further along Kowloon City Road.
- (3) At or about the West End of Bulkeley Street, Hung Hom.
- (4) At Messrs. A. S. Watson & Co., Nathan Road.

Mr. Ross had explained that it was extremely hard to make the Chinese shop people understand that profit would accrue to them through the public buying stamps, and he was still endeavouring to make them see this. The proposal for a complete post office inside Kowloon Dock was only waiting Mr. R. M. Dyer's return. When carried out, this would prove a great boon to the many Europeans there. Both the Postmaster-General and the Sub-Committee were agreed that the new Peninsula Hotel should have a fully-equipped post office. When slight changes had been made, added Mr. Stokes, the Postmaster-General would again write to the Association. Having had no access to any plans or details concerning the Town Planning Committee's labours, the Sub-Committee, said Mr. Stokes, had felt somewhat at a disadvantage and it wanted to emphasize the desirability of the fullest information being afforded at the earliest moment.

TRAFFIC TANGLE.

Convinced that the traffic tangle outside the Kowloon Ferry wharf constitutes a serious danger, the meeting decided to add its voice to the many complaints already made. The meeting also appointed a Sub-Committee to study the problem. When the findings are ready they will be sent to the Government.

The meeting considered a letter suggesting that much trouble would be saved during typhoon weather, when ferries were liable to stop running, could telephone operators answer inquiries without the inquirer having to get through to the wharf. Alternatively the letter suggested that signals corresponding with the wharf signals should be prominently displayed. The meeting decided to ask the Government to provide a cross signal similar to the present No. 5 but painted red, for hoisting from the following places.

- (1) The Observatory.
- (2) Signal Hill.
- (3) Tsim Sha Tsui Police Station.

Railway station employees, the Committee suggested, should be notified to inform intending passengers when the ferries had actually stopped running.

Complaints having been made regarding the serious inconvenience frequently caused through several motor cycles being transported on the one ferry launch, the meeting decided to write to the Star Ferry Co., Ltd., asking it to limit the number of machines to one per trip.

LICENSING OF BICYCLES.

As cyclists are breaking the traffic laws in Kowloon every day and making themselves a danger to the public safety, the meeting resolved to ask the Government to introduce licensing of bicycles. At present it is almost impossible to catch the offenders owing to the difficulty of tracing them, but registration, the meeting felt, would make it comparatively easy to apprehend them. Licensing would mitigate a public danger and, incidentally, add to the Colony's revenues.

Another traffic matter which the meeting discussed was the necessity for a policeman at the junction of Nathan Road and Salisbury Road, made acute by the advent of bus and jitney services. It was decided to approach the authorities regarding this need.

In connection with the forthcoming Estimates, the meeting decided to ask the Government to provide a vote for expediting the work of removing the hill which causes a dangerous bend in Coronation Road. The Hon. Secretary read a letter from the Kowloon Motor Bus Co., Ltd., stating that it was acting upon the Association's suggestion that buses should bear distinctive discs showing which route they followed. This suggestion was made both to help other traffic using the roads and to assist intending passengers.

OMNIBUS OMNISCIENCE.

WHAT THE CONDUCTOR KNOWS.

Every London motorbus conductor knows ninety-two things. At any rate, he is liable to be asked ninety-two examination questions before he is passed for public service.

Apart from fares, tickets and his technical duties generally, he is expected to have a smattering of legal, medical, police, and geographical knowledge. I wonder how many of the millions who ride in London's motor-omnibuses every day could get anything like full marks on the following general questions without previous cramming:

Why are omnibuses not allowed to set down and pick up passengers in many parts of London?

Have you a right to refuse a fare note for a 1d. fare?

What would you do if a lady discovers that she has lost her purse and cannot pay her fare?

Has a passenger a right to refuse to pay till he gets to the end of his journey?

How can you tell had money?

What would you do if you caught a pickpocket red-handed on your omnibus?

State what you would do if a passenger committed an unprovoked assault upon you.

If a passenger had an epileptic fit, what would you do?

Are you bound to return lost property if the owner claims it?

Name three main streets between (a) Palmer's Green and Victoria, (b) Ealing and London Bridge, (c) Camden Town and Crystal Palace, (d) West Hampstead and Plumstead, (e) Hornsey Rise and Putney.

Where are the Horneiman Museum, Geological Museum, London Museum, St. James's Theatre, Wallace Collection, Horticultural Hall?

Why are you forbidden to converse with passengers about an accident?

If a man persists in smoking inside an omnibus, what would you do?

Would you interfere if two passengers quarrel about seating room?

As one who constantly rides in motor-omnibuses I confess very freely that most of these questions stump me. Many of them concern things that every passenger ought to know—but probably does not. It seems that to be an omnibus conductor you have to be a riding encyclopaedia.—R. G.

A motor-coach, in which 17 Danish officers had taken their places on the way to attend manoeuvres near Verdun (France), got out of control and fell into a deep ravine, two of the officers sustaining broken legs.

TYPHOON WARNING.

The following telegram was received from the Manila Observatory by the local American Consulate General at 1 p.m. to-day: Cyclone or typhoon West of Balintang Channel direction unknown.

TO-DAY'S ADVERTISEMENTS.



NOTICE.

OWNERS and DRIVERS of Motor Vehicles are requested to note that, on traffic posts where traffic lights are established, the lights will be used, both by day and night, for the purpose of regulating traffic, with effect from the 15th inst.

E. D. G. WOLFE,
Captain Superintendent of Police,
Hongkong, June 8, 1923.

HONGKONG AUTOMOBILE ASSOCIATION.

THE ANNUAL GENERAL MEETING of the above Association will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, the 15th June, 1923, at 5.30 P.M., to receive the Report and Accounts for the year ending the 31st December 1922, and to elect Officers, etc.

By Order,
PAUL HODGSON,
Hon. Secretary,
Hongkong, June 7, 1923.

THE ROYAL HONGKONG GOLF CLUB.

PROFESSIONAL PAIRS.

THE result of the draw may be seen at the Happy Valley Club House.

PERCY SMITH, SETH & FLEMING,
Secretaries and Treasurers,
Hongkong, June 8, 1923.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, for announced in May and June of 1923, providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

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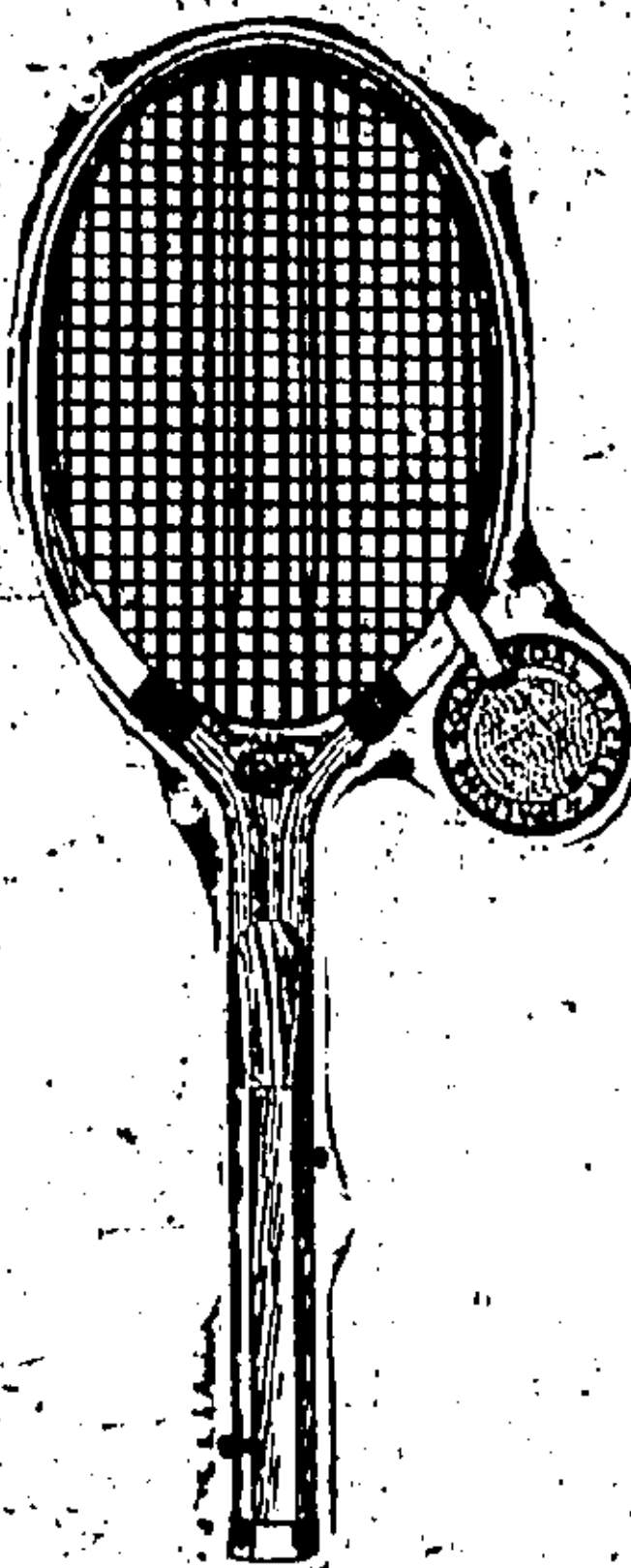
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"JEYPORE"	5,318	16th June	Singapore, Penang, Colbo & Bombay.
"SIOILIA"	6,013	16th June	Singapore, Penang, Colbo & Bombay.
"MALWA"	10,941	11th July	Singapore, Penang, Colbo & Bombay.
"KIDDERPORE"	5,334	15th July	Marseilles, London & Antwerp.
"DEVANAH"	6,093	15th July	Singapore, Penang, Colbo & Bombay.
"SUDAN"	6,093	15th July	Singapore, Penang, Colbo & Bombay.
"SIOILIA"	6,013	16th July	Marseilles, London & Antwerp.
"KASHMIR"	6,841	22nd Aug.	Marseilles, London & Antwerp.
"SIOILIA"	6,813	28th Aug.	Singapore, Penang, Colbo & Bombay.
"MADEONIA"	10,512	7th Sept.	Singapore, Penang, Colbo & Bombay.
"DONGOLA"	6,066	8th Sept.	Marseilles, London & Antwerp.
"MANTUA"	10,902	8th Oct.	Marseilles, London & Antwerp.
"KARNATA"	6,608	10th Oct.	Marseilles, London & Antwerp.

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S. R.	Tons	From Hongkong (about)	Destination
"JANUS"	4,824	14th June	Calcutta, via Singapore & Penang.
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SAILINGS TO SHANGHAI & JAPAN

S. R.	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	12th June	Japan direct.
"MALWA"	10,941	16th June	Shanghai only.
"SIOILIA"	6,013	16th June	Shanghai only.
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HONGKONG HEIGHTS.

For the information of visitors at following list of some of the highest points on the Island and Mainland is published—

ISLAND.	Feet
Signal Station	1774
Ms Parker	1734
Mountain Lodge	1728
The Byrie	1728
Peak Hotel	1305
Taikoo Sanatorium	1000
Ms Davis	877
Bowen Rd. (Silverbeds)	893
MAINLAND.	Feet
Taimoan	9134
Kowloon Peak	1971
Lion Rock	1845
Shatin Pass	1000
Onion Peak	780
Devil's Peak	824

SHIPPING.

MERCHANT FLEET.

SHIPS ON EVERY ROUTE.

For the time being the Ship Subsidy Bill, by which the American Government hoped to create conditions in which they might be able to sell the ships which were built during the war at a cost of \$3,000,000,000, is dead, writes Archibald Hurd in the *Daily Telegraph*. What will happen to these vessels is impossible to foresee. But their future constitutes one of the most embarrassing factors in the shipping outlook. Germany has become once more a competitor in the sea-carrying trade of the world. Her recovery is one of the most remarkable; if the least generally recognised, events of the past four years or so. Consider what has happened in that country, which is supposed to be so poor that it can hardly exist.

1. When the war broke out Germany possessed rather more than 5,000,000 tons of shipping, constructed of steel or iron, apart from, on the one hand, her sailing vessels, and, on the other, all ships of less than 100 tons. She ranked as the second greatest sea-carrying Power in the world, and had created an efficient organisation in every foreign port for dealing with passengers and cargoes. She was the most serious competitor of the British mercantile marine; but her competition was in passenger and cargo liners rather than in tramp ships, and half the shipping of this country consisted of tramps—a term not of reproach but of pride.

2. Under the Treaty of Versailles Germany was called upon to surrender practically all her seagoing tonnage, and she was left with only about 400,000 tons of steam tonnage, built of steel or iron, of 100 tons or upwards. It seemed as though to the limit of vision Germany would not count in the sea-carrying trade of the world.

3. As soon as all this shipping had been handed over to the Allies—proving rather a curse than a blessing to them, and to us in particular—the Germans set to work to create a new merchant fleet with every assurance that it would be the most efficient in the world. The German Government set aside first 11,000,000,000 marks, and later on, when the value of the mark had fallen, a further 18,000,000,000 marks. All this money was allocated as compensation to shipowners who had surrendered their vessels under the Peace Treaty, in order to assist them in paying for the new ships and on the understanding that they used it for this purpose, and no other.

4. This policy has been so far successful that the Germans now possess a merchant fleet of about 2,500,000 tons, and by the end of the present year, they will own about 3,000,000 tons, without counting sailing ships or vessels under 100 tons. They have built a great volume of new tonnage at very cheap rates, and they have bought—and are still buying—second-hand tonnage, purchasing in England as well as elsewhere, and paying cash!

ACTIVITY ON THE TRADE ROUTES.

Germany is thus once more a competitor in the sea-carrying trade of the world. During the war and in the years immediately following the conclusion of peace, German shipowners managed by one means or another to keep alive their shipping agencies in all parts of the world. The result was that as soon as they had ships to resume sailings, they were able to pick up the threads of their pre-war business under favourable conditions. They earned freights in the high, though varying, currencies of foreign countries, but they paid for wages, provisions, and stores, representing about half the outgoings, in greatly depreciated marks. Anyone who cares to calculate the little sum thus suggested, bearing in mind that wages in Germany did not keep pace with the sensational drop of the mark, will appreciate that German shipowners did very well.

Under the subsidised shipbuilding programme the Germans were in a position to keep all their shipyards and engineering labour busy at a time when in this country had thousands of men idle, and thus saved any unemployment dole; and then they were gradually able to absorb into their ships at sea no mean part of the survivors of the crews who were engaged before the war, paying them exceedingly low wages. It is true that they have had to submit to the three-watch system in practically all ships over 3,000 tons gross register, and to other regulations which involve additional expense, but on the balance they have undoubtedly been better off than the shipowners of any other country, and have made profits where others have made losses. A German periodical, *Flotten*, recently quoted by *Lloyd's List*—has declared German mercantile marine is due, not to the value or cheapness of material, but to the unquenchable energy and business acumen of the German shipowners, and to the efficiency of the maritime employees.

SHIPBUILDING STILL IN PROGRESS.

That is very much in the nature of an ex parte statement, which is intended, of course, to disarm criticism on the part of the shipowners of other countries. We can be satisfied with the facts as they exist. The Germans, in spite of all their protestations of poverty, have re-created a large merchant fleet, building their ships with cheap labour and obtaining in return very efficient tonnage. For a new ship, embodying the latest improvements in design and equipment, is always a better profit earning machine than an old one. The Germans, realising the advantages of the motor-ship, have built, for instance, a great many vessels with this type of propulsive engine, and have vessels of about 175,000 gross tons of this class still in hand—not all, however, for German ownership. As new ships have been put out on the trade routes, and German shipping, as British merchant captains know, is now to be met with in all parts of the world.

There is no country, east, west, or south, which is not now visited by German ships, and month by month the number of vessels employed at sea is being steadily increased. The continuous placing of additional tonnage on the trade routes is presumptive evidence that profit is being made, and good profits. If the vessels were being run at a loss, how are the losses on the increased volume of shipping being met by the German shipowners? That is the question that seeks an answer. Wise business men, however rich, do not go on putting money into a losing concern; and, moreover, these particular business men assert that they are far from being rich—are, indeed, desperately poor. What is the answer to the riddle?

The fact is that, though Germany may have few liquid assets, she is by no means a poor country. That conclusion is obvious; and the Berlin Correspondent of *The Daily Telegraph*, in its recent articles fully confirms it. There has been little unemployment in Germany since the Peace was signed, but the whole population, numbering 70,000,000 has been hard at work, labouring as a rule strenuously for long hours and for low wages. They have been creating an immense deal of wealth, and that wealth has not been exported to any considerable extent. In the main German industry is re-equipping all her industries, and is now probably the most efficient manufacturing country in the world. The presumption is that this policy has been pursued deliberately in anticipation of the day when Germany will once more be a great exporting country. When that time arrives—and it may not be far ahead—the Germans will possess ships in which to carry their goods, and carry them at very cheap rates. It looks as though behind the apparent confusion in that defeated country there has been a carefully-thought-out plan. At any rate, on the one hand they have provided themselves with a magnificent industrial organisation for making all kinds of goods, and on the other they have, with the assistance of their "poverty-stricken" Government, built up once more a merchant fleet to carry those goods to the markets of the world.

NEW MOTOR LINER.

The British India Company's new motor passenger vessel "Dumana" which left London on April 11 on her maiden voyage to Bombay, of 8,600 tons gross, is a sister of the same company's motor ship Domala, and has accommodation for 158 saloon passengers. She has been especially equipped and furnished for the Indian passenger services, in which she will chiefly be employed. Her passenger accommodation, which is all placed amidships, includes a large proportion of single-berth and two-berth cabins and a "family" cabin with cots for children. Built by Messrs. Barclay, Curle, and Co., and engaged by the North British Diesel Engine Works, she has capacity for the carriage of 11,000 tons cargo. The "Dumana" is the twentieth passenger vessel of her type to be built for the British India Company during the past ten years, and the company's fleet now comprises 156 vessels, aggregating 867,927 gross register tons.

GENERAL NOTES.

The ordinary meeting of the Suez Canal Company took place on June 4. During the first three months of the present financial year 5,686,000 tons of shipping passed through the Canal, against 5,204,000 last year.

By completing the eastbound crossing in 5 days 18 hours 26 minutes the Cunard liner "Berengaria," which reached Southampton from New York, broke all her previous records. From noon on Sunday to Monday she covered 552 miles at an average speed of 24.05 knots.

For the summer the Ellerman-Wilson line have arranged five cruises to the Baltic and the northern capitals of Europe. The first sailing is June 28, when the "City of Paris," 10,000 tons, will leave Liverpool for the Baltic. It

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No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 26th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Hongkong, June 5, 1923.

BLIND MAN'S CURE.

SIGHT BACK AFTER ILLNESS.

Discharged from the Army as totally blind, Mr. W. Hibbard Gilson, a poet, of 82A, Farringdon-street, E.C., who arrived from South Africa at Southampton in the Aberdeen liner "Diogenes," recovered his sight during the voyage, on which he became seriously ill, being delirious and unconscious for several days.

He said that he lost his sight more than four years ago and went to Africa hoping that the climate would bring an improvement. For a short time he did recover the sight of one eye, but went totally blind again, and his friends persuaded him to return to England to consult a specialist.

"When I was recovering from my illness in the ship," he explained, "I could see, and as time went on my sight became stronger, and now it seems as good as it has ever been."

AN OLD STORY.

Mr. Sophie—Well, Willie, your sister is giving herself to me for a Christmas present. What do you think of that?

Willie—That's what she did for Mr. Bunker last year, and he gave her back before Easter. I expect you'll do the same.

will be remembered that the "City of Paris" recently made a voyage to the Far East.

During 1922 British tonnage entering and clearing the ports of Singapore, Penang, Malacca, Christmas Island and Labuan totalled 1,919,112, being an increase compared with 1921 of 1,425,057. The next greatest increase was French 457,500, German coming next with 203,605 and Norwegian 126,118. American tonnage decreased by 353,288 and Japanese by 129,811.

The latest in wireless direction-finders has just been installed on the Cunard liner "Mauretania" which left Southampton for New York. With this device it is possible to ascertain in a few seconds the ships bearing towards any one land station. If touch is secured with two or more land stations, the exact position of the vessel is easily found by cross bearings. The value of such a direction-finder in thick or hazy weather is obviously very great.

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INDO-CHINA

STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

DESTINATION	STEAMSHIP	SAILING
TSINGTAU via SWATOW & SHANGHAI	TUNGSHING	Thurs. 7th June, Noon.
HAIPHONG via HOIHOW	MINCSANG	Fri. 8th June, 8 a.m.
MANILA	LOONGSANG	Fri. 8th June, 9 p.m.
HONGKONG via SWATOW	WAISHING	Sat. 9th June, Noon.
SHANGHAI via SWATOW	LOKSANG	Sat. 9th June, 10 a.m.
SANDAKAN	MAUSANG	Mon. 11th June, 3 p.m.
TIENJIN	CHONGSHING	Mon. 11th June, Noon.
BANGKOK via SWATOW	KWAI SANG	Tues. 12th June, Noon.
TSINGTAU via SWATOW via SHANGHAI	KWONGSANG	Fri. 15th June, Noon.
SHANGHAI via SWATOW	FOOSHING	Fri. 15th June, Noon.
Kobe via SHANGHAI	KITSANG	Sat. 16th June, Noon.
CELEBES and CALCUTTA	LAISANG	Mon. 18th June, 3 p.m.
Kobe via SHANGHAI & MOI	NAMSANG	Fri. 22nd June, Noon.
STRAITS and CALCUTTA	FOOSANG	Sat. 23rd June, 3 p.m.

Calcutta Line.—This line now affords regular sailings to Calcutta, Penang and Singapore returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodations, are fitted with wireless and carry a fully qualified Surgeon.

Shanghai Line.—Shanghai is reached by direct sailings from Calcutta and Hongkong, and by indirect sailings via Swatow. Through tickets can be obtained and through bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

Manila Line.—A weekly service is maintained with Manila by vessel with good passenger accommodations, sailings from both ports every Friday.

Batavia Line.—Sailings approximately weekly for passengers and cargo, calling at Hiohow both ways.

Borneo Line.—Sailings to and from Sandakan by two 600-ton steamers K.S. "HINSANG" and K.S. "HAUSANG" both steamers having excellent passenger accommodations. Large taken on through bills of Lading for Kinat, Jemolien, Labuan, Tawau and Labuan.

Tientsin Line.—A regular service is run from March to November between Hongkong and Tientsin.

Bangkok Line.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodations.

CALCUTTA LINE.

THE STEAMSHIP

"LAISANG"

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18th June, at 3 p.m.

FOR

SINGAPORE, PENANG & CALCUTTA.

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VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S. & Canada. Through passage rates to Europe via America ... G. 8405, G. 8412, G. 8440.

YOKOHAMA MARU (calling Keelung) ... Monday, 25th June.

KAGA MARU ... Tuesday, 26th June.

MARSHALLS, LONDON & ANTWERP via Singapore & ... Wednesday, 27th June.

KAMO MARU ... Wednesday, 28th June.

KATORI MARU ... Wednesday, 4th July.

HAMBURG via LONDON & ROTTERDAM ... due beginning July.

TSURUGA MARU ... due beginning July.

LIVERPOOL via MARSHALLS & VALENIA ... due 1st half July.

TOTTORI MARU ... due 1st half July.

SYDNEY & MELBOURNE via Manila & ... Wednesday, 27th June.

TANGO MARU ... Wednesday, 28th June.

YOSHINO MARU ... Wednesday, 28th July.

NEW YORK and/or BOSTON via PANAMA.

GENOA MARU ... beginning July.

BUEEN ARES via S'pore, Delagoa Bay, Durban & Cape Town.

KAWAHOI MARU ... Tuesday, 10th June.

BOMBAY via Singapore, Penang & Colombo. ... Monday, 11th June.

MORIOKA MARU ... Monday, 11th June.

ALCUTTA via Singapore, Penang & Rangoon. ... Sunday, 10th June.

NAGASAKI, KOBE & YOKOHAMA ... Thursday, 14th June.



Mrs. Sarah Lawrence, m.c.

Mrs. Sarah Lawrence, 40, a chambermaid in a hotel, asserts she was the first and only wife of the late John Lawrence McKenzie, inventor and capitalist, who left an estate of \$1,000,000. Another woman has claimed that McKenzie married her and raised a family.



Dying Royalty, m.c.

Prince and Princess Kitashirava, the latter a sister of the Mikado, of Japan, with Mlle. Elizabeth Sauvy. While car speeding at 70 miles an hour on the Cherbourg-Paris Highway, in France, their motor was wrecked against a tree, the Prince being killed and the Princess severely injured. Spectators are seen giving first aid to the wounded Princess.



Mlle. Elizabeth Sauvy, Prince, Princess Kitashirava



Mrs. Carlton Holdredge, m.c.

Mrs. Carlton Holdredge, one of Chicago's best-known society leaders, has told her friends that she is going into business to make life worth living.



Mr. Ramsay MacDonald, Labour leader of the House of Commons, led the Labour members in their demonstration against the Bonar Law Cabinet, singing "Red" songs. The disorder was so great when the Chancellor of the Exchequer, Mr. Stanley Baldwin sought to defend the Government that the Speaker Mr. Henry Whitley, was forced to suspend the session.



Mr. & Mrs. Robert Gilmore & Elsie

The trial of Wylie F. Morgan for the murder of six-year-old Lillian Gilmore has been begun. Little Lillian was playing in front of her home with her sister, Dorothy, when they were invited by Morgan to go for a motor-car ride. Little Dorothy saw Morgan repeatedly attack and then kill her sister, whose body he threw under a tree stump. Then he took Dorothy to a spot near her home and left her. When arrested Morgan confessed, and led the police to the spot where the child's body was found. There were many threats of lynching.



Lady Mary Cambridge & Marquis of Worcester

The official announcement of the engagement of Lady Mary Cambridge, daughter of the Marquis of Cambridge and niece of Queen Mary, to the Marquis of Worcester puts an end to the reports that Lady Mary was to be the bride of the Prince of Wales. Lady Mary was a bridesmaid at the wedding of Princess Mary and Viscount Lascelles and acted in a similar capacity at the wedding of Lady Elizabeth Bowers-Lyon to the Duke of York.



John D. Rockefeller, Jr., is shown leaving his hotel for a horseback ride along the mountain trails.



Above is a "spirit" photograph made by Rev. Father de Heredia, to support his charge that Sir Arthur Conan Doyle is showing "fake" ectoplasmic pictures. The "spirits" manifesting themselves in the pictures taken of Father Heredia and a group of his friends are the result of a simple trick in handling the negative. Father Heredia also shows an "ectoplasmic" effect, obtained by a trick. In the hollow of a woman's comb, or in a celluloid finger, gauze is concealed and withdrawn when the room is darkened for exposure to the camera.



Edward Kaufman, shown here with Deputy Sheriff Daniel McCall, is under arrest on the charge that he was the chief "fixer" in the alleged bribery of the jury which acquitted the governor of Illinois when he was tried on the charge of misappropriating State funds.

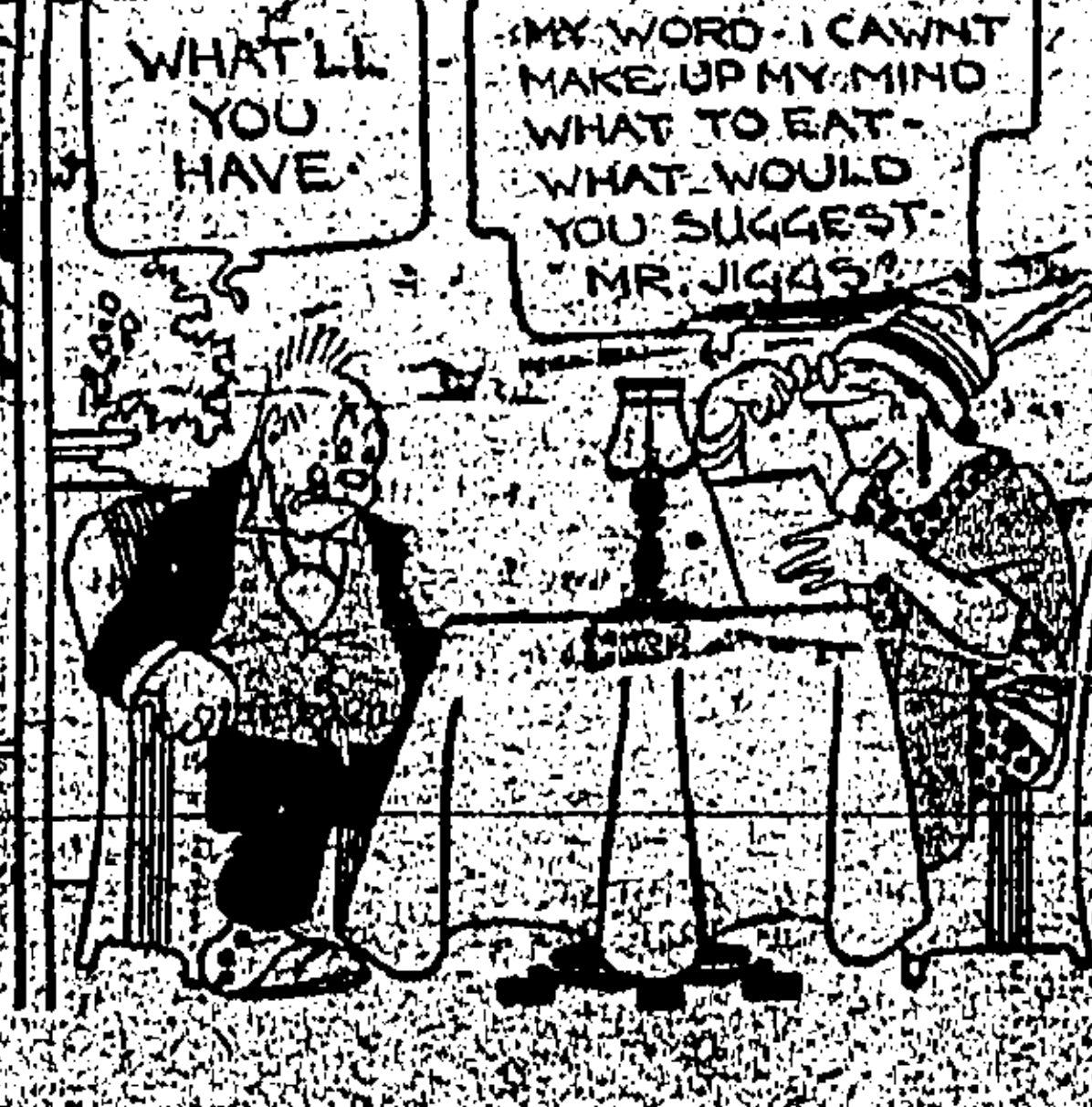
BRINGING UP FATHER

EYES RIGHT

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Building Contractors.
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Coal Merchants

Chan Mining Admin. (c/o Dowell & Co.,
Ltd.), Colliery & Steamship Owners.
Bituminous Coal, Cokes, Firebricks.

K. Kikura & Co.
4, Connaught Road Central.

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Watanabe & Co., 5 Queen's Road Central,
Merchants, Coal Contractors and
Shipping Agents—Phone Cen. 1643.

Cotton Yarn Importers

Gosho Kabushiki Kaisha
Importers Cotton Yarn & Piece
Goods, No. 7, Mercantile Bank
Building. Tel. Cen. 2774 and 2908

Curio Dealers

Leek Hing, Chinese Curios & Silver Ware

Dentist

Harry Wong, Dentist,
1st Floor, No. 74, Queen's Road
Central, Tel. Cen. No. 1355.

Electrical Suppliers

Sun Hing Co., Electro-platers and
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Repairs, 10 Pottinger St. Tel. Cen. 3580

Engineers & Shipbuilders

W. S. Bailey & Co., Ltd.,
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For Work & Repairs
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Glass Merchants

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Furniture, Mirror and Canton Marble
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Supplies, 19, Queen's Road Central,
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Kwong Sun & Co., 58 Queen's Road
Central, Ko Chi Chung (Manager),
Kwong Kung Him (Asst.), Tel. Cen. 3169.

Lasuda Trading Co.,
Importers and Exporters,
NIKKO—Japanese fine art curios,
23 Queen's Road Central, Tel. Cen. 1359

Kam Hing Leong,
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General Storekeepers, Wine & Cigar
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Patell & Co., P.O. Box 316.

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Nam Hing Suitcase Co.,
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